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Claims 1-4, 6-12, 15, 18, 19, 21-23 and 29-31 were rejected under 35 USC 112, second paragraph, as being indefinite. The Examiner noted some minor inconsistencies in claims 1 and 15.

Claims 1 has been canceled, removing it from further consideration. Claim 15 has amended to recite "right rear wheel" rather than "right rear brake" in line 13. Withdrawal of the rejection under § 112 is respectfully requested in light of the amendments.

Claims 1 and 30 were rejected under 35 USC 102(b) as being anticipated by Kimura (U.S. Patent No. 3,684,049). As noted above, these claims have been canceled, removing them from further consideration.

Claims 5 and 32 were rejected under 35 USC 102(b) as being anticipated by Brooks (U.S. Patent No. 5,533,795).

To anticipate a claim under § 102, a single prior art reference must identically disclose each and every claim element. See Lindeman Machinenfabrik v. American Hoist and Derrick, 730 F.2d 1452, 1458 (Fed. Cir. 1984). If any claimed element is absent from a prior art reference, it cannot anticipate the claim. See Rowe v. Dror, 112 F.3d 473, 478 (Fed. Cir. 1997). In view of the foregoing authority, the Applicant respectfully submits that the cited reference fails to anticipate the claimed invention.

Claim 5 has been amended as set forth above to emphasize advantageous features of the invention. The present invention as recited in claim 5 relates to an electrically controlled braking system including an electrically controlled brake for braking a wheel of an automotive vehicle. The braking system includes an electric power source device, a brake operating member, and a brake control apparatus for controlling an electric energy to be supplied from the electric power source device to the brake, to thereby control the operation of the brake when the brake operating member is operated.

The braking system further comprises a switching device disposed between the electric power source device, and at least one of the brake control apparatus and the brake. The switching device is turned on for connecting the electric power source to the at least one of the brake control apparatus and the

brake, in response to an operation of the brake operating member. The switching device includes a plurality of switches which are connected in series with each other, and which are turned on commonly in response to the operation of the brake operating member.

Accordingly, Brooks does not anticipate the present invention as recited in claim 5 for at least the reason that Brooks does not disclose a switching device including a plurality of switches which are connected in series with each other, and which are turned on commonly in response to the operation of the brake operating member.

Rather, Brooks discloses a system designed for safety purposes so that a parking brake is set when an operator leaves a vehicle equipped with the system. To this end, Brooks describes an arrangement in which two parallel switches, a seat switch 24 and a door switch 26, are connected in series with an ignition switch 18. More specifically, the seat switch 24 detects whether a person is present in a seat of the vehicle, and the door switch detects whether a door of the vehicle is open. Switches 18, 24 and 26 are disposed between a battery 12 and a solenoid 32 which determines whether a parking brake is set depending on the state of switches 18, 24 and 26.

Note is taken of the Examiner's comments in paragraph 6 of the above-identified Office Action, wherein it is alleged that the seat and door described in Brooks correspond to the claimed brake operating member. However, the Applicant respectfully submits that the seat and door in Brooks cannot be considered the equivalent of the claimed brake operating member for at least the reason that the braked condition in Brooks only occurs when an operator is *absent* from the vehicle. By contrast, the brake operating member recited in claim 5, which may be a brake pedal 38, is designed to be operated so that braking may occur with an operator *present* in a vehicle.

more specific

However, even according to the Examiner's interpretation, the system described in Brooks does not anticipate the claimed invention. That is, assuming the seat and door in Brooks to be a "brake operating member" as alleged by the Examiner, the elements connected in series in Brooks cannot be made to turn on

and off commonly by the operation of the brake operating member, as required by claim 5. As noted earlier, switches 24 and 26 are arranged in parallel with each other. Ignition switch 18, which is in series with each of switches 24 and 26, is not affected by the state of the seat and the door. Thus, there is no disclosure of a plurality of switches which are connected in series with each other, and which are turned on commonly in response to the operation of a brake operating member, as required by claim 5.

Claim 32 depends on claim 5, and therefore incorporates the features demonstrated to be absent from Brooks. Withdrawal of the rejection of claims 5 and 32 as anticipated by Brooks is therefore respectfully requested.

Claims 13, 16, 17 and 24 were rejected under 35 USC 102(b) as being anticipated by Giorgietti et al. (U.S. Patent No. 5,294,191).
Requirements for sustaining a rejection for anticipation have been outlined above. The Applicant respectfully submits that Giorgietti fails to meet the noted requirements with respect to independent claims 13, 16 and 24.

Independent claim 13 was amended to emphasize advantageous features of the present invention. The present invention as recited in independent claim 13 relates to an electrically controlled braking system including an electrically controlled brake for braking a wheel of an automotive vehicle, an electric power source device, a brake operating member, and a brake control apparatus for controlling an electric energy to be supplied from the electric power source device to the brake, for thereby controlling an operation of the brake when the brake operating member is operated. The braking system comprises a switching device disposed between the electric power source device and at least one of the brake control apparatus and the brake. The switching device is turned on for connecting the electric power source device to the at least one of the brake control apparatus and the brake, in response to an operation of the brake operating member. The electrically controlled brake includes a front brake for braking a front wheel and a rear brake for braking a rear wheel. The brake control apparatus includes a front brake control device for controlling an operation of the front brake, and a rear brake control device for controlling the

rear brake. The electric power source device includes a plurality of electric power sources which are arranged to supply electric energies to the front brake control device independently of each other.

Independent claim 16 was amended to emphasize advantageous features of the present invention. The present invention as recited in independent claim 16 relates to an electrically controlled braking system including an electrically controlled brake for braking a wheel of an automotive vehicle, an electric power source device, a brake operating member, and a brake control apparatus for controlling an electric energy to be supplied from the electric power source device to the brake, for thereby controlling an operation of the brake, when the brake operating member is operated. The braking system comprises a switching device disposed between the electric power source device, and at least one of the brake control apparatus and the brake. The switching device is turned on for connecting the electric power source device to the at least one of the brake control apparatus and the brake, in response to an operation of the brake operating member. The electrically controlled brake includes a front rotor rotating with a front wheel, a front friction member, and an electrically operated front brake actuator for forcing the front friction member onto the front rotor, and the electric power source device includes a plurality of electric power sources arranged to supply electric energies to the front brake actuator independently of each other.

Independent claim 24 was amended to emphasize advantageous features of the present invention. The present invention as recited in independent claim 24 relates to an electrically controlled braking system including an electrically controlled brake for braking a wheel of an automotive vehicle, an electric power source device, a brake operating member, and a brake control apparatus for controlling an electric energy to be supplied from the electric power source device to the brake, for thereby controlling an operation of the brake, when the brake operating member is operated. The braking system comprises a switching device disposed between the electric power source device and at least one of the brake control apparatus and the brake. The switching device is turned on for

connecting said electric power source device to the at least one of said brake control apparatus and the brake, in response to an operation of the brake operating member. The electrically controlled brake includes a rotor rotating with the wheel, a friction member, and an electrically operated actuator for forcing the friction member onto the rotor. The braking system comprises an electric circuit in which the actuator and the brake control apparatus are connected to the electric power device such that the actuator and the brake control apparatus are connected in parallel with each other, and wherein the switching device is disposed in a common portion of the electric circuit which serves to connect the electric power source device to both of the actuator and the brake control apparatus.

Claim 24 has further been amended as set forth above in part to correct a typographical error introduced therein, in the response filed to the Office Action mailed March 28, 2001. Specifically, the words "a rotor rotating with said wheel" have been deleted from line 15.

In view of the above-noted structure recited in independent claims 13, 16 and 24, Giorgietti et al. does not anticipate claims 13, 16 and 24. Giorgietti et al. does not disclose, for example, an electric power source device and a switching device as required by each of these claims. In the remarks in paragraph 7 of the above-identified Office Action, the Examiner contends that electric motors 17 and bypass valves 11 described in Giorgietti et al. are the equivalent of the claimed electric power source device and switching device, respectively. However, in view of the disclosure of Giorgietti et al., the alleged equivalence does not exist. Rather than being electric power source devices as asserted by the Examiner, the electric motors 17 are more accurately characterized as electrically operated actuators. For example, in Giorgietti et al., the electric motors 17 are described as being started up as brakes by the "control centres (13)", causing the electric motors to "output an opposite torque to the driving one" (i.e., to slow the wheels; please see Giorgietti et al. at col. 3, lines 33-36). By contrast, the electric power source devices as claimed in claims 13, 16 and 24 have a relationship to the brakes of the system, wherein they supply power to the brakes when connected

thereto by the switching device, but the electric power source devices do not themselves function as brakes or brake actuators.

Accordingly, claims 13, 16 and 24 are allowable over Giorgietti et al. Claim 17 incorporates the features of claim 16, and thus is likewise allowable over Giorgietti et al. for at least the reasons discussed in connection with claim 16. WIthdrawal of the rejection of claims 13, 16, 17 and 24 as anticipated by Giorgietti et al. is therefore respectfully requested.

Claims 1 and 31 were rejected under 35 USC 103(a) as being unpatentable over Frait et al. (Frait) (U.S. Patent No. 4,721,344) in view of Brooks. As noted above, these claims have been canceled, removing them from further consideration.

Claims 2 and 19 were rejected under 35 USC 103(a) as being unpatentable over Frait in view of Brooks, and further in view of European Patent to Maron et al. (corresponding to U.S. Patent No. 5,957,551).

It is noted that to establish a prima facie case of obviousness under § 103, all claim limitations of a claimed invention must be taught or suggested by the prior art. See MPEP, § 2143.03 and *In re Royka*, 490 F.2d 981, 180 USPQ 580 (CCPA 1974). In view of the foregoing authority, it is respectfully submitted that the cited references fail to support the asserted rejection.

Claims 2 and 19 hasve been amended to depend on claim 5, and therefore now include the features of claim 5. Among other features recited in claim 5, Frait fails to disclose a plurality of switches connected in series with each other, that are included in a switching device as claimed. In particular, for example, the two transistors 90 and 94 described in Frait cannot be considered to be equivalent to the plurality of switches connected in series with each other as in claim 5. Rather, in Frait, a collector of a transistor 94 is connected to an emitter of a transistor 90. Transistor 94 functions to only allow current to flow in transistor 90, thereby providing a PWM 70 output signal to current amp 92, when transistor 94 receives an enabling signal from power source 86. See Frait at col. 8, lines 48-68. By contrast, a plurality of switches connected in series as recited in claim 5 has the advantages described, for example, in the present specification in the paragraph

bridging pages 42 and 43. In this passage, it is described how the redundancy in switches allows power source switching device 78 to be switched off even if one of the switches fails, and thus, power source switching device 78 can be turned off while the ignition switch 84 is off. The structure disclosed in Frait allows for no such possibility.

Brooks is cited as a secondary reference to primary reference Frait. However, as noted earlier, claims 2 and 19 have been amended to depend on claim 5, and therefore incorporate the features of claim 5. The deficiencies in Brooks with respect the disclosing the features of claim 5 were discussed earlier in connection with the anticipation rejection of claim 5 based on Brooks. Thus, Brooks cannot support the asserted rejection under § 103, even in combination with Frait.

Secondary reference Maron et al. is only cited as showing the use of electrically controlled disk brakes, and clearly does not independently teach or suggest the features of claims 2 and 19. Thus, even the combination of Frait, Brooks and Maron et al. cannot render the invention as recited in claims 2 and 19 obvious for at least the reasons discussed in connection with claim 5. Withdrawal of the rejection of claims 2 and 19 as unpatentable over Frait, Brooks and Maron et al. is therefore respectfully requested.

Claims 3, 4 18, 21 and 22 were rejected under 35 USC 103(a) as being unpatentable over Frait, Brooks, and Maron et al (Maron).

Requirements for sustaining a rejection for obviousness under § 103 have been outlined above. The cited combination of references also fails to meet these requirements with respect to claims 3, 4, 18, 21 and 22.

Claims 3, 4, 18 and 21 have each been amended as set forth above to depend on claim 5. Claim 22 depends on claim 21. Therefore, each of claims 3, 4, 18, 21 and 22 incorporates the features of claim 5. The deficiencies in Frait, Brooks, and Maron with respect to disclosing the invention set forth in claim 5 have been discussed above. In view of this discussion, the combination of Frait, Brooks, and Maron cannot render claims 3, 4, 18, 21 and 22 obvious for at least the reasons discussed in connection with claim 5. Therefore, withdrawal of the

rejection of claims 3, 4, 18, 21 and 22 as unpatentable over Frait, Brooks and Maron is respectfully requested.

Claims 6-8, 11-12 and 29 were rejected under 35 USC 103(a) as being unpatentable over Frait, Brooks, and Imanaka (U.S. Patent No. 4,651,071).

Claim 6 has been amended to depend on claim 5. Claims 7 and 8 depend on claim 6. Further, claims 11-12 and 29 have been amended to depend on claim 5.

The combination of Frait and Brooks cannot render the invention as recited in claim 5 obvious, as demonstrated in the foregoing. Secondary reference Imanaka is only cited as showing "a plurality of brake control devices" and "a plurality of electric power sources". However, Imanaka clearly does not independently disclose the invention set forth in claim 5. Therefore, even the combination of Frait, Brooks and Imanaka cannot render claims 6-8, 11-12 and 29 obvious under § 103, for at least the reasons discussed in connection with claim 5. Accordingly, withdrawal of the rejection of claims 6-8, 11-12 and 29 as unpatentable over Frait, Brooks and Imanaka is respectfully requested.

Claims 9 and 10 were rejected under 35 USC 103(a) as being unpatentable over Frait, Brooks and Imanaka, and further in view of JP 5-158742.

Claim 9 depends on claim 6, which depends on claim 5. Claim 10 depends on claim 9. Therefore, claims 9 and 10 each includes the features of claim 5.

Frait, Brooks and Imanaka do not render claim 5 obvious, as discussed above. JP 5-158742 is only cited as showing "the use of devices for detecting an abnormality of the actuator control device", but clearly does not independently disclose the invention set forth in claim 5. Thus, even the combination of Frait, Brooks, Imanaka and JP 5-158742 cannot render the invention recited in claim 5 obvious. Accordingly, withdrawal of the rejection of claims 9 and 10 as unpatentable over Frait, Brooks, Imanaka and JP 5-158742 is respectfully requested for at least the reasons discussed in connection with claim 5.

Finally, claim 23 was rejected under 35 USC 103(a) as being unpatentable over Frait, Brooks and Maron, and further in view of JP 5-158742.

Claim 23 depends on claim 21, which depends on claim 5. As demonstrated in the foregoing, even the combination of Frait, Brooks, Maron, and JP 5-158742 cannot render the invention as set forth in claim 5 obvious. Therefore, withdrawal of the rejection of claim 23 as unpatentable over Frait, Brooks, Maron and JP 5-158742 is respectfully requested for at least the reasons discussed in connection with claim 5.

As noted earlier, claims 14 and 25-28 were objected to. Claim 14 depends on claim 13, and claims 25-28 depend directly or indirectly on claim 24. As discussed above, claims 13 and 24 are allowable over the cited art. Accordingly, withdrawal of the objection to claims 14 and 25-28 is respectfully requested.

Newly added claims 33-38 each incorporates, by dependency, subject matter demonstrated to be allowable in the foregoing. Accordingly, newly added claims 33-38 are allowable over the art of record.

In light of the above discussion, Applicant respectfully submits that the present application is in all aspects in allowable condition, and earnestly solicits favorable reconsideration and early issuance of a Notice of Allowance.

The Examiner is invited to contact the undersigned at (202) 220-4323 to discuss any matter concerning this application. The Office is authorized to charge any fees under 37 C.F.R. 1.16 or 1.17 related to this communication to Deposit Account No. 11-0600.

Respectfully submitted,

Dated: 6-25-02

By: _____
William E. Curry
Reg. No. 43,572

KENYON & KENYON
1500 K Street, N.W., Suite 700

Washington, D.C. 20005
Tel: (202) 220-4200
Fax:(202) 220-4201

JUN 25 2002

VERSION OF AMENDMENTS MARKED UP TO SHOW CHANGES MADE

In the claims:

Kindly amend the claims as follows:

2. (Twice amended) An electrically controlled braking system according to claim [1] 5, wherein said electrically controlled brake includes a rotor for rotating with said wheel, a friction member, and an electric motor for forcing said friction member onto said rotor, and said brake control apparatus includes a motor control device for controlling the electric energy to be supplied from said electric power source device to said electric motor.

3. (Twice amended) An electrically controlled braking system according to claim [1] 5, wherein said electrically controlled brake includes a rotor for rotating with said wheel, a friction member, and an electrically operated actuator for forcing said friction member on to said rotor, said switching device is disposed between said electric power source device and said actuator.

4. (Twice amended) An electrically controlled braking system according to claim [1] 5, wherein said electrically controlled brakes includes a rotor for rotating with said wheel, a friction member, and an electrically operated actuator for forcing said friction member onto said rotor, said braking system further comprising another switching device disposed between said electric power source device and said actuator, said another switching device being turned on to connect said electric power source device to said actuator in response to an operation of said brake operating member.

5. (Twice amended) An electrically controlled braking system including an electrically controlled brake for braking a wheel of an automotive vehicle, an electric power source device, a brake operating member, and a brake control apparatus for controlling an electric energy to be supplied from said electric power source device to said brake, for thereby controlling an operation of said brake, when said brake operating member is operated, said braking system comprising:

a switching device disposed between said electric power source device, and at least one of said brake control apparatus and said brake, said switching device being turned on for connecting said electric power source device to said at least one of said brake control apparatus and said brake, in response to an operation of said brake operating member, wherein said switching device includes a plurality of switches which are connected in series with each other and which are turned on commonly in response to the operation of said brake operating member.

6. (Amended) An electrically controlled braking system according to claim [1] 5, wherein said brake control apparatus includes a plurality of control devices each of which is principally constituted by a computer, and said electric power source device includes a plurality of electric power sources corresponding to said plurality of control devices, respectively.

11. (Amended) An electrically controlled braking system according to claim [1] 5, wherein said brake control apparatus includes at least three control devices each of which is principally constituted by a computer.

13. (Twice amended) An electrically controlled braking system including an electrically controlled brake for braking a wheel of an automotive vehicle, an electric power source device, a brake operating member, and a brake control apparatus for controlling an electric energy to be supplied from said electric power source device to said brake, for thereby controlling an operation of said brake, when said brake operating member is operated, said braking system comprising:

a switching device disposed between said electric power source device and at least one of said brake control apparatus and said brake, said switching device being turned on for connecting said electric power source device to said at least one of said brake control apparatus and said brake, in response to an operation of said brake operating member,

wherein said electrically controlled brake includes a front brake for braking a front wheel and a rear brake for braking a rear wheel, and said brake control apparatus includes a front brake control device for controlling an operation of

said front brake and a rear brake control device for controlling said rear brake, said electric power source device includes a plurality of electric power sources which are arranged to supply electric energies to said front brake control device independently of each other.

15. (Twice amended) An electrically controlled braking system including an electrically controlled brake for braking a wheel of an automotive vehicle, an electric power source device, a brake operating member, and a brake control apparatus for controlling an electric energy to be supplied from said electric power source device [tto] to said brake, for thereby controlling an operation of said brake, when said brake operating member is operated, said braking system comprising:

a switching device disposed between said electric power source device, and at least one of said brake control apparatus and said brake, said switching device being turned on for connecting said electric power source device to said at least one of said brake control apparatus and said brake, in response to an operation of said brake operating member,

wherein said electrically controlled brake includes a front left brake for braking a front left wheel, a front right brake for braking a front right wheel, a rear left brake for braking a rear left wheel and a rear right brake for braking a rear right [brake] wheel, and said brake control apparatus includes a front left brake control device for controlling said front left brake, a front right brake control device for controlling said front right brake, a rear left brake control device for controlling said rear left brake and a rear right brake control device for controlling said rear right brake, said electric power source device including a front left brake power source and a front right brake power source which are arranged to supply electric energies to said front left and right brake control devices, respectively, independently of each other, and a common rear brake power source arranged to supply an electric energy to both of said rear left and right brake control devices.

16. (Twice amended) An electrically controlled braking system including an electrically controlled brake for braking a wheel of an automotive

vehicle, an electric power source device, a brake operating member, and a brake control apparatus for controlling an electric energy to be supplied from said electric power source device to said brake, for thereby controlling an operation of said brake, when said brake operating member is operated, said braking system comprising:

a switching device disposed between said electric power source device, and at least one of said brake control apparatus and said brake, said switching device being turned on for connecting said electric power source device to said at least one of said brake control apparatus and said brake, in response to an operation of said brake operating member,

wherein said electrically controlled brake includes front rotor rotating with a front wheel, a front friction member, and an electrically operated front brake actuator for forcing said front friction member onto said front rotor, and said electric power source device includes a plurality of electric power sources arranged to supply electric energies to said front brake actuator independently of each other.

18. (Twice amended) An electrically controlled braking system according to claim [1] 5, wherein said electrically controlled brake includes an electrically operated front brake actuator for forcing a friction member onto a rotor rotating with a front wheel and an electrically operated rear brake actuator for forcing a friction member onto a rotor rotating with a rear wheel, and said electric power source device includes a front brake power source for supplying an electric energy to said electrically operated front brake actuator and a rear brake power source for supplying an electric energy to said electrically operated rear brake actuator.

19. (Twice amended) An electrically controlled braking system according to claim [1] 5, wherein said electrically controlled brake includes a plurality of brakes for braking respective wheels of the automotive vehicle, said brakes including respective electrically operated electric motors each of which is arranged to force a friction member onto a rotor for rotating with a corresponding one of the wheels, said braking system further comprising a plurality of actuator

switching device each of which is disposed between said electric power source device and a corresponding one of said electric motors, each of said actuator switching devices being operable between a connecting state for connecting said electric power source device to the corresponding electric motor, and a disconnecting state for disconnecting said electric power source device from said corresponding electric motor.

20. (Twice amended) An electrically controlled braking system including an electrically controlled brake for braking a wheel of an automotive vehicle, an electric power source device, a brake operating member, and a brake control apparatus for controlling an electric energy to be supplied from said electric power source device to said brake, for thereby controlling an operation of said brake, when said brake operating member is operated, said braking system comprising:

a switching device disposed between said electric power source device, and at least one of said brake control apparatus and said brake, said switching device being turned on for connecting said electric power source device to said at least one of said brake control apparatus and said brake, in response to an operation of said brake operating member,

wherein said electrically controlled brake includes a plurality of brakes for braking respective wheels of the automotive vehicle, said brakes including respective electrically operated electric motors each of which is arranged to force a friction member onto a rotor rotating with a corresponding one of the wheels, said braking system further comprising a plurality of actuator switching devices each of which is disposed between said electric power source device and a corresponding one of said electric motors, each of said actuator switching devices being operable between a connecting state for connecting said electric power source device to the corresponding electric motor, and a disconnecting state for disconnecting said electric power source device from said corresponding electric motor,

and wherein said brake control apparatus includes motor control devices for controlling said electric motors, respectively, and each of said plurality of

actuator switching devices includes two switches connected in series with each other, one of said two switches of said each of said actuator switching devices being turned off when the corresponding electric motor becomes abnormal, the other of said two switches being turned off when the corresponding motor control device becomes abnormal.

21. (Twice amended) An electrically controlled braking system according to claim [1] 5, wherein said electrically controlled brake includes a rotor for rotating with said wheel, a friction member, and an electrically operated actuator for forcing said friction member onto said rotor, and said brake control apparatus includes a main control device which determines a physical quantity relating to a desired value of a braking force to be produced by said brake and generates a control command representative of the determined physical quantity, and an actuator control device which controls said electrically operated actuator according to said control command and generates a signal representative of a physical quantity relating to an actual value of the braking force produced by said brake.

24. (Twice amended) An electrically controlled braking system including an electrically controlled brake for braking a wheel of an automotive vehicle, an electric power source device, a brake operating member, and a brake control apparatus for controlling an electric energy to be supplied from said electric power source device to said brake, for thereby controlling an operation of said brake, when said brake operating member is operated, said braking system comprising:

a switching device disposed between said electric power source device and at least one of said brake control apparatus and said brake, said switching device being turned on for connecting said electric power source device to said at least one of said brake control apparatus and said brake, in response to an operation of said brake operating member,

wherein said electrically controlled brake includes a rotor rotating with said wheel, a friction member, and an electrically operated actuator for forcing said friction member onto [a rotor rotating with said wheel] said rotor, said braking

system comprising an electric circuit in which said actuator and said brake control apparatus are connected to said electric power device such that said actuator and said brake control apparatus are connected in parallel with each other, and wherein said switching device is disposed in a common portion of said electric circuit which serves to connect said electric power source device to both of said actuator and said brake control apparatus.

29 (Amended) An electrically controlled brake system according to claim [1] 5, further including [an] a mechanically operated brake mechanically operated by said brake operating member, and wherein said brake control apparatus includes a switching mechanism operable between a connecting state in which an operating force applied to said brake operating member upon operation of said brake operating member is transmitted to said mechanically operated brake and a disconnecting state in which said operating force is not transmitted to said mechanically operated brake, said brake control apparatus further including a switching control device which is normally placed in said disconnecting state, and is brought into said connecting state when an electrical abnormality of the electrically braking system takes place.